

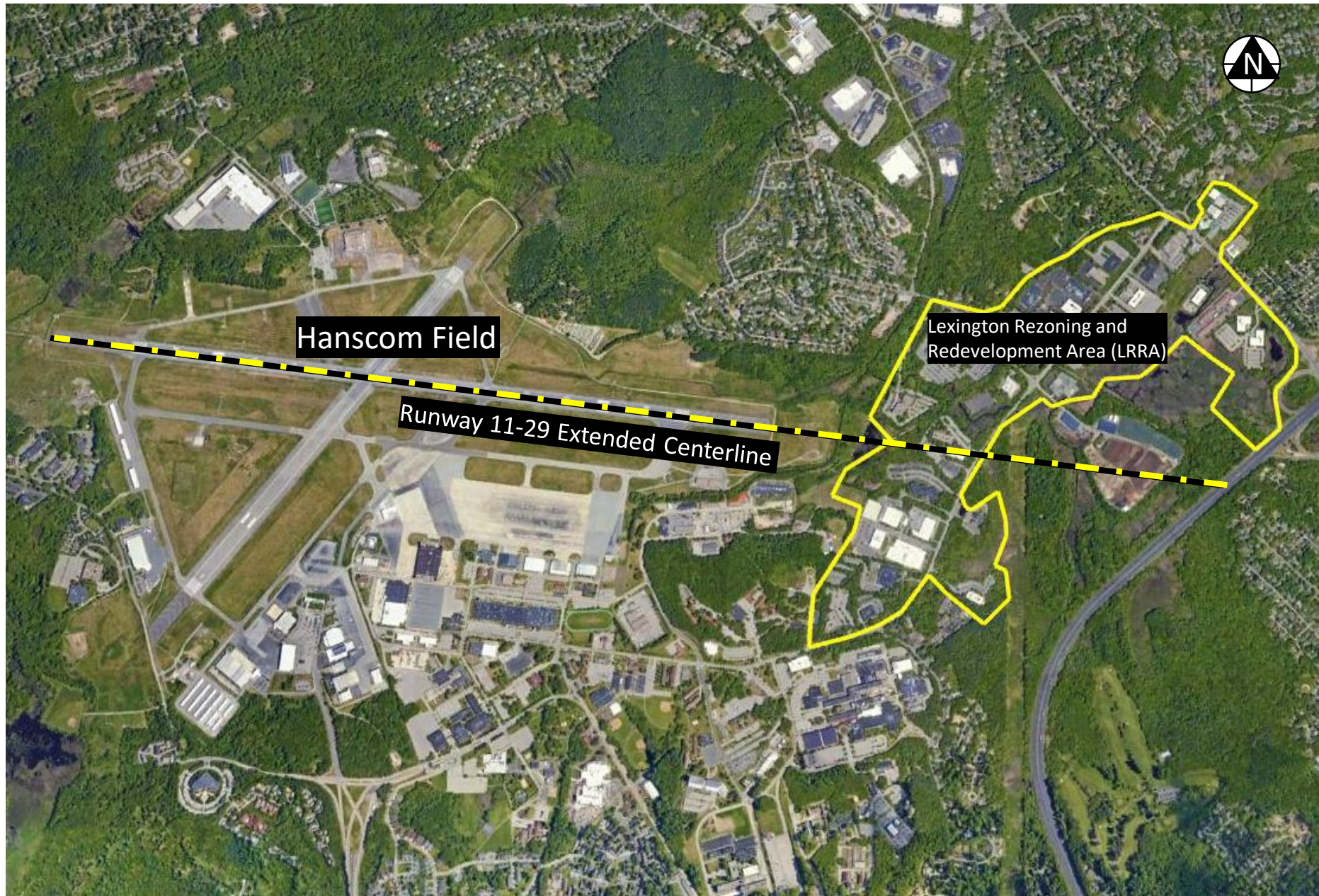
L. G. Hanscom Field
Composite Map of Critical Airspace
Surface over Lexington Rezoning
and Redevelopment Area

December 22,2020

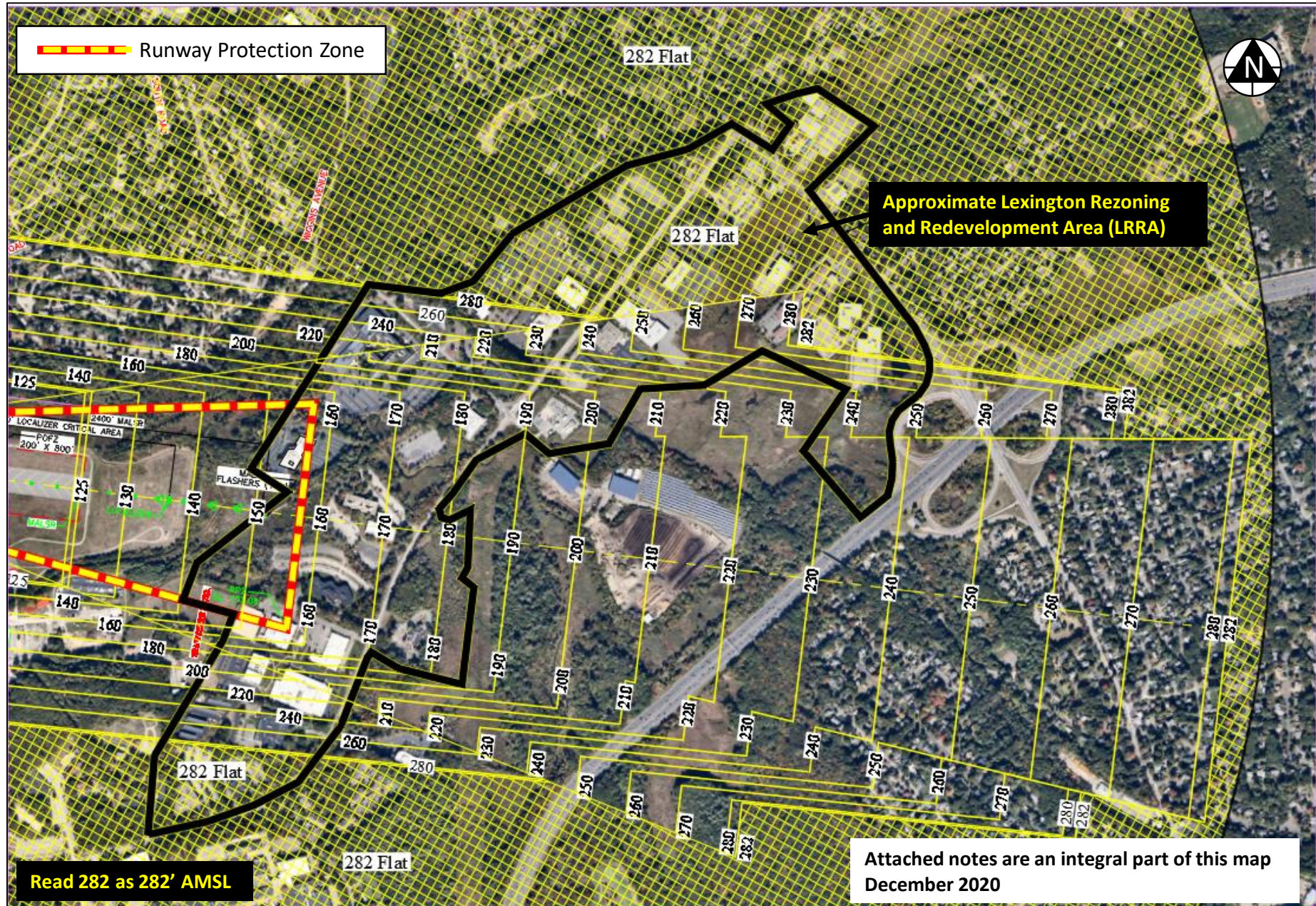
Table of Contents

- Location Map
- Composite Map of Critical Airspace Surface
- Notes
- Obstruction Evaluation Process

Location Map



Composite Map of Critical Airspace Surface over LRRA V 2.0



Notes

1. This Composite Map of Critical Airspace Surface (“Composite Map”) is intended for informational and conceptual planning purposes only and does not represent actual survey data nor should it be relied upon in preparing FAA Form 7460. Massport does not certify the accuracy, information or title to the properties contained in this plan nor make any warranties of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.
2. All development within the Lexington Rezoning and Redevelopment Area must comply with the critical airspace surface requirements shown in the Composite Map. These surface requirements do not replace FAA requirements including, but not limited to the 7460 review process and Vegetation Management which includes the rights granted to Massport under the clearance and aviation easements. Consistency with the surfaces shown on the Composite Map does not guarantee that a development proposal will be acceptable to the FAA and aircraft operators. Massport reserves the right to re-assess, review and seek modifications to a development project that may have an adverse impact on the safety of pilots, aircraft, persons on the ground or the overall safety or efficiency of Hanscom Field even if the scope of such project complies with the requirements of the Composite Map.
3. Airspace surface elevations are referenced in feet Above Mean Sea Level (AMSL). The Composite Map and all FAA filings require the use of North American Vertical Datum of 1988 (NAVD 88). To calculate allowable structure height above ground level, subtract site elevation (also in NAVD 88) from the Airspace elevation.
4. The Runway Protection Zone (RPZ) is designed to protect people and property on the ground and must be clear of all development to the extent possible. Congregation of people is not allowed inside the RPZ. New development is not allowed within the RPZ.

Obstruction Evaluation Process

Massport Airspace Review Process:

- Project proponent must contact Massport early in the design process to seek guidance on building heights and construction cranes.
- Massport will collaborate and help with airspace analysis as the design reaches final phase prior to filing with the FAA and MassDOT; however, Massport does not take responsibility for FAA and MassDOT findings.

FAA Airspace Review Process:

- Project Proponent must file FAA Form 7460 at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> at least 45 days prior to construction commencement. It is advisable to submit the 7460 as early as possible to make sure that there is adequate time to respond to FAA comments and make changes as necessary in case FAA finds issue with the submission. A separate 7460 must be filed for construction cranes. Construction shall not commence until the project proponent receives an FAA approved Form 7460.

MassDOT Airspace Review Process:

- Project proponent must also file a request for obstruction analysis with MassDOT Aeronautics Division at <https://www.mass.gov/massdot-aeronautics-airspace-review>. Massport does not take responsibility for any findings by MassDOT Aeronautics Division.